prices for the Tenth Plan which shows an increase of 245.74 per cent. However, actual allocations are made on an annual basis depending on the availability of resources. For Annual Plan 2007-08, which is the first year of the Eleventh Plan, an alloctipn of Rs. 2243.00 crore had been made and for Annual Plan 2008-09, an allocation of Rs. 2500.00 crore has been agreed to by the Planning Commission. The Sector-wise/sub sector-wise break-up of the actual allocation during the Tenth Plan (total of Annual Plan allocations), the tentative projected outlay for the Ministry of Textiles for the Eleventh Plan and the percentage difference between the two are given below:

SI. No.	Sector/Scheme	Actual Allocation during Xth Plan (at current prices)	Tentative projected outlay for the Xlth Plan (at current prices)	Percentage difference
1	2	3	4	5
A.	**Village & Small Industry**			
1.	Handlooms	792.33	1370.45	72.96
2.	Pojwerlooms	54.28	114.78	111.46
3.	Sericulture	534.64	472.54	-11.62
4.	Handicrafts	509.55	975.07	91.36
5.	Wool & Woollens	43.00	67.16	56.19
	Sub Total (A)	1933.80	3000.00	55.13
B.	**Industry**	2906.45	11000.00	278.47
	GRAND TOTAL (A+B):	4840.25	14000.00	189.24

(c) and (d) Though the Ministry of Textiles has proposed a few new schemes for the Eleventh Plan, these are yet to be approved by the Cabinet. The proposed new schemes are Brand Promotion Scheme, Foreign Investment Promotion Scheme, Textilpolis, setting up of Fashion Hubs, Common Compliance Code, Human Resources Development and Textile Engineering including others. As these schemes are yet to be approved, no targets have been fixed.

Construction of roads under PMGSY in Himachal Pradesh

t *198. SHRI RAJNITI PRASAD: Will the Minister of RURAL DEVELOPMENT be pleased to state:

whether it is a fact that construction of roads under Pradhan Mantri Gram Sadak Yojana (PMGSY) is not getting completed on time in Himachal Pradesh and particularly in district Shimla;

if so, the names of such roads alongwith names of constractors who are delaying construction of roads;

whether Government proposes to take action against the contractors and officers responsible for slow pace of construction work of roads; and

if so, the details thereof?

t Original notice of the question was received in Hindi.

THE MINISTER OF RURAL DEVELOPMENT (SHRI RAGHUVANSH PRASAD SINGH): (a) to (d) Pradhan Mantri Gram Sadak Yojana (PMGSY) was launched on 25th December 2000 as a 100% Centrally Sponsored Scheme to provide road connectivity in rural areas of the country. The programme, envisages connecting all habitations with a population of 500 persons and above (250 persons and above in respect of hill States, the tribal and the desert areas). "Rural Roads" being a State subject, projects under PMGSY are executed by State Governments through their agencies. As per the PMGSY Guidelines, the time period for execution can be suitably determined keeping in view of the monsoon or seasonal factors. The project would be completed within a period of nine to twelve working months from the date of the issue of the work order. In respect of the hill States, the work may be executed in two stages and the time period limit is applicable separately in respect of each Stage. Stage-I works in hill States are required to be completed within 18 months. Stage II works are required to be completed within nine to twelve months.

The Government of Himachal Pradesh has reported that the road works are generally being completed in time in the State including Shimla district. Out of 1969 road works approved under PMGSY, 794 works have been completed upto January, 2008. Out of 3861 habitations eligible to be covered under the Scheme, Detailed Project Reports (DPRs) have been cleared for 2228 habitations and connectivity has already been provided to 1357 habitations. However, some of the works are being delayed due to court cases, involvement of forest land, disputes due to involvement of private land, ban on tree felling by the Hon'ble High Court, difficut topography and limited working seasons. The work of PMGSY roads is being executed as per working plan and is regularly reviewed. Wherever there is short fall, action is taken as per clauses of agreement. A statement indicating the list of works which have been delayed in District Shimla is given in the enclosed Statement.

Statement

Details of Works which have been delayed in District Shimla

SI. No.	Name of Work	Name of Contractor	Reason for Delay
1	2	3	4
1.	C/o link road to village Kontrhoo HP-09-43	Sh. K.C. Sharma	Penalty imposed and then work has been terminated in March, 2008.
2.	C/o link road to Madhawani HP-09-124	Sh. Karam Chand	Delayed due to Forest clearance from Forest Dept., the formal approval received on 28.6.07 but held up due to complete ban on green felling by the Hon'ble High Court.
3.	C/o Nog Kirti road HP-09-15	Sh. Ram Lal	Penalty imposed and now work is being processed for termination.
4.	C/o Dandol Kashapat road, HP-09-34	Sh. Chhering Nutap	Difficult topography & limited working season. Due to death of the contractor.

1	2	3	4
5.	C/o Khatolu Ganvi Jagori road, HP-09-50	Sh. Narayan Prasad i	The work delay due to late felling of Kail/Deodar trees by Forest Deptt. F/C completed & CD Work in progress.
6.	C/o Samej Sarpara road HP-09-54	Shikand & Company	Forest involved, work held up due to ban on green felling by the Hon'ble High Court.
7.	C/o Annu Munsih road HP-09-53	Sh. Milap Singh Thakur	Alignment to be changed due to heavy land slides in the area.
8.	C/o Taklelch Kashadhar Mandil Darkali road HP-09-75	Shanti Flat & Foundation Pvt.	Dispute due to private land, now the work is in progress.
9.	C/o Kuridhar Chunja Krangla Kunal road.	Sh. Gain Singh Thapa	Dispute due to private land.
10.	C/o PajidharChandi Branda Jaghori via Samkor road, HP-09-96	Shikhand & Company	' Forest involved.
11.	Nakhari Shakla Barog road, HP-09-99	Sh. Kadar Singh	Forest involved.
12.	C/o Keo Kinif road HP-09-97	Sh. Bhupender Kumar	Forest involved.
13.	C/o Chirgaon Gushali Rohal road	Sh. Ganesh Prasad	Delay due to finalization of bridge site.
14.	C/o Goansari Kharsali road	Sh. Gupta Prasad	Difficult topography & Limited working season.
15.	C/o Nandla Jalwari road	Sh. Ram Lal	Work held up due to Court Case.
16. *	C/o Dhagoli Gonsari road	Sh. Harish Negi	Difficult topography & Limited working season.
17.	C/o Katinda Giltari road	M/s S.R.M. Construction Co.	Work rescinded, penalty being imposed & work being re-tendered.
18.	C/o Jhalta to Giltari road	M/s L.K. Earth Movers	Final notice issued, penalty imposed.
19.	C/o BakhralaArihala Road	Sh. O.P. Mehta	Final notice issued, penalty imposed.
20.	C/o Tikkari to Kiterwari road (portion Larot to Chansel)	M/S Five Star (Const.)	Difficult topography & Limited working season.

1	2	3	4
21.	C/o road Chopal to Kumra	Sh. Naveen Chauhan	Dispute due to involvement of private land.
22.	C/o Road from Neripul to Thundal	Sh. Parkash Sethi	Work held up due to Court Case.
23.	C/o Road from Belag to Rushla	Sh. Randeep Chauhan	Work held up due to Court Case.
24.	Koti to Piran road	M/s Mountain Movers	Work rescinded, penalty imposed & work being re-tendered.
25.	Bangora Kallihati Basti Gunnana road	M/s Mountain Movers	Work rescinded, penalty imposed & work being re-tendered.

Disparity between farmers and rural workers

*199. SHRI PRAVEEN RASHTRAPAL: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the reasons for great economic divide between urban and rural India, inspite of 'Bharat Nirman' programme declared by Hon 'ble Prime Minister;

* (b) the details of various programmes implemented through his Ministry to remove disparity of farmers and rural workers; and

(c) whether Government has succeeded in stopping migration of workers from villages to towns due to National Rural Employment Guarantee Act (N.R.E.GA)?

THE MINISTER OF RURAL DEVELOPMENT (SHRI RAGHUVANSH PRASAD SINGH): (a) and (b) The Census of India 2001 indicates that opportunities in urban areas for employment, education etc. have been a pull factor attracting migration from rural to urban areas and from smaller towns and cities to larger urban areas. About 98.3 million persons moved from rural areas to urban areas during the last decade. Reasons cited for migration over the last decade indicate that 14.4. million (14.7%) migrated for work/employment, 1.1 million (1.2%) for business and 2.9 million (3%) for education. There is thus clear evidence of a rural-urban divide which indicates the need fogenerating rural employment, enhancing rural prosperity and providing rural educational and health facilities to achieve balanced socio- economic growth. Lack of infrastructure, such as rural road, electricity, drinking water etc., is a major reason for the rural-urban divide.

To address these, Bharat Nirman is announced by the Government as a time bound plan for development of rural infrastructure to be implemented over a period of four years *i.e.* 2005-06 to 2008-09 with the total estimated investment of Rs. 1,74,000 crore comprises six components *i.e.* Irrigation, Rural Roads, Rural Housing, Rural Drinking Water Supply, Rural Electrification and Telephone Connectivity. Three of the six components namely, Rural Roads, Rural Housing and Rural Drinking Water Supply are being implemented by the Ministry of Rural Development with an estimated investment of Rs. 85.000 crore. These components have well defined targets and the progress is closely monitored.